

Travellers and Explorers, 1846–1900 (written 1911)

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THE central world-belt of human progress up to the present era lies along the fortieth parallel of north latitude with general limits ten degrees on each side. That the region now the United States falls almost entirely within this belt explains the instinctive drift of Europeans westward to, and across, this particular untrdden field. The Anglo-Saxon branch, attaining a dominance of power therein, halted briefly at the obstacle of the Appalachian mountain system, passed that barrier, and marched on its predestined course to the western ocean with a development of accompanying literature described up to 1846 in a former chapter 1 —and continued in this to the year 1900, with a slight extension at each end.

A new order of events developed speedily with the triumph of the Texans over Santa Anna and the creation of the Lone Star Republic in 1841 with its premeditated intention of annexation to the United States. This intention the Mexican Republic declared would be, if consummated, a cause of war, but the movement was not halted. The constant influx of pioneers from the “States” made annexation a foregone conclusion, while books that now appeared like Colonel Edward Stiff’s *The Texan Emigrant* (1840) aided and abetted the prospective addition to the American republic. He offers for a frontispiece a map of Texas which has small consideration for the expansive Texan idea that the new republic’s western limits were where the Texan pleased to place them, quite regardless of Mexican contention, for the Colonel draws the western boundary at the Nueces River exactly where the Mexicans declared it must be. The ambitious Texans, however, were not of his mind. They wanted territory and they understood that far beyond the world of intervening desert unknown to them flowed the Rio Grande del Norte, whose valley was productive and for some two centuries had been cultivated by a Spanish population with the attractive city of Santa Fé a trade centre worth owning. The story of *The Spanish Conquest of New Mexico* (1869) by W. W. H. Davis and *El Gringo, or New Mexico and her People* (1857) by the same author, who spent some years in the region, show that the Spaniards in entering and building up New Mexico had no thought of the Texans that were to be. Samuel Cozzens in *The Marvellous Country or Three Years in Arizona and New Mexico* (1873) gives more of the story, with modern additions, and *Historical Sketches of New Mexico* (1883) by ex-Governor L. Bradford Prince, who still lives in Santa Fé, is another important volume on this subject.

Although the Rio Grande settlements and the capital city of Santa Fé were so far from the outermost fringe of Texan life that the Texans actually knew little about them, these had fixed their minds on extending Texas to the Rio Grande, and to the Rio Grande it must go. Therefore they decided to march across the unknown and formally annex the old-time towns and villages, whose inhabitants were supposed to be eager to become Texans. A grand caravan accordingly was organized, partly military, partly mercantile, to proceed to the conquest. The expedition moved off into the wilderness with far rosier expectations than facts warranted. Disaster was not long in falling upon the party, and worse disaster awaited their straggling remnant at the hands of the tyrannical, cruel, and unruly governor of New Mexico, Armijo.

Probably the most interesting and valuable book on this phase of Texan enterprise, and withal one having considerable literary charm, is *The Narrative of the Texan Santa Fé Expedition* (1844) by George Wilkins Kendall. Kendall was one of the survivors. He was finally released from the wretched prison in Mexico into which he was cast with others who had not succumbed to the desert, or to the brutality of Armijo, at the request of the United States Minister, Waddy Thompson, whose *Recollections of Mexico* (1846) mentions this release of Kendall and his companions in misery, as well as the release of the prisoners taken by the Mexicans at Mier in 1842. The capture, sufferings, and release of these latter unfortunates are told by William Preston Stapp in his book *The Prisoners of Perote* (1845). It is interesting to note that Waddy Thompson was no longer a United States official when he requested the freedom of the

captives; General Santa Anna granted the request as a personal favour. Thompson gives an estimate of Santa Anna's character which is not so black as the usual descriptions.

Kendall printed a map, which he compiled, to give such information as was possible of the wilderness the caravan had struggled through, and in this he was aided by notes from Josiah Gregg, the living and doing business as a merchant at Santa Fé. In the year of the appearance of Kendall's book, Gregg alone published the now famous volumes *Commerce of the Prairies* (1844). This is the classic of the Plains, in which he describes the Santa Fé Trail and its history. The Atchison, Topeka, and Santa Fé Railway approximately follows the route of the Santa Fé Trail, and the latter almost paralleled the great Kaw Indian trail which ran about four or five miles farther south. Everywhere the possible highways had long ago been traced out by the Indians, and the main routes of the white men usually followed, with more or less exactness, according to method of transportation, these roads of the natives.

Colonel Henry Inman, who had early experience on the Plains, wrote *The Old Santa Fé Trail* (1897). Some of his historical data are not quite correct, but there is much of value derived from his own knowledge, and he gives accounts of the frontiersmen he had met. With W. F. Cody, the last of the "Buffalo Bills," he wrote *The Great Salt Lake Trail* (1898), the trail being the one from Omaha up the Platte and to Salt Lake by way of Echo Canyon. The Santa Fé Trail has also been perpetuated in poetry, by Sharlot M. Hall with a vivid poem of that title in *Out West* (1903), and the modern route for automobiles by Vachel Lindsay, with a more original poem, also of that title, in *The Congo and Other Poems* (1914).

Many of the early travellers and explorers kept no records, and some who did refrained from publishing until long after their experiences, as in the case of Osborne Russell, who had a Rocky Mountain career between 1834 and 1843. The *Journal of a Trapper* from his pen did not appear till 1914, when it was privately printed at Boise, Idaho. These delays were sometimes due to the reluctance of publishers to print the writings of unknown and "unliterary" men. While the Santa Fé Trail linked the Missouri with the Rio Grande as early as 1822, there was for a long time no overland highway to the Oregon country, the usual route being up the Missouri first by keelboat and then by steamboat. Audubon travelled that course in 1843 in the steamer Omega as far as Fort Union, and he kept a full journal. This was mislaid and fifty years elapsed before it was given to the world in Audubon and his *Journals* by his granddaughter, Maria R. Audubon. His son, John Woodhouse Audubon, in 1849-50 made a journey from New York to Texas and thence overland through Mexico and Arizona to the gold fields of California, which is recorded in John W. Audubon's *Western Journal* (1906), edited by Frank H. Hodder.

The literature connected with the route up the Missouri River is voluminous and it is vital to the historical annals of the West. A great deal of it falls before 1846. H. M. Chittenden gives a *History of Early Steamboat Navigation of the Missouri River. Life and Adventures of Joseph La Barge, Pioneer Navigator and Indian Trader* (1903); and with this title may be coupled an important paper on the subject read by Phil. E. Chappel before the Kansas State Historical Society (1904) and printed in the Society's Publications (vol. ix), with the title "A History of the Missouri River." He writes from personal knowledge and adds a list of the steamboats.

A change was coming in this direction. Notwithstanding the phenomenal scepticism as to the value of Oregon displayed in Congress, the "common people" were learning by word of mouth from trappers and explorers that good homes were to be had there for the taking. They saw a vision of being landowners—a vision that became a life-preserver amid the discomfort, danger, and disaster which befell a large proportion of them in the journey to the land of promise. Presently, from the same Independence that saw the wagon track vanish south westward with its caravans for Santa Fé another track faded into the plains to the north-west and hammered its devious sagebrush course over mountains, over valleys, through difficult canyons, across dangerous rivers or deserts of death to the Columbia River, to Oregon, to California. This was

the path that Francis Parkman, just out of college, followed in 1846 as far as Fort Laramie; an experience which gave us *The California and Oregon Trail* (1849). Ezra Meeker travelled it in 1852 and back again in 1906, and in *The Ox-Team, or the Old Oregon Trail* (1906) he relates what befell him in this long, wild journey with an ox-team—a real “bull-whacker’s” tale.

Mrs. Ann Boyd had experiences on this difficult highway in the late forties, and she presents the record in *The Oregon Trail* (1862). A rare volume on the same road is Joel Palmer’s *Journal of Travels Over the Rocky Mountains to the Mouth of the Columbia River* (1847). For those desiring to identify in detail the route and distances of the Oregon Trail of early days there is a complete exposition in the masterly work by H. M. Chittenden, *History of the American Fur Trade in the Far West* (1902).

The chain binding Europe by the west to Cathay, of which the Santa Fé and the Oregon trails were preliminary links, was being forged to completion by this steady march of pioneers across the salubrious uplands of the Far West. At the same time the surrounding seas were breaking under the prows of American ships. T. J. Jacobs writes of the cruise of the clipper ship Margaret Oakley in *Scenes, Incidents, and Adventures in the Pacific Ocean* (1844); and the United States government took a hand in maritime exploration by sending Captain Charles Wilkes with six ships and a large company of scientific men on an important cruise to explore and survey the South Seas. From Australia, Wilkes steered for the South Pole and on 19 January, 1840, he was the first to see the Antarctic Continent, albeit only a very short time before the French navigator D’Urville also sighted it. For 1500 miles Wilkes skirted the icy coast, and the region he reported was accordingly named Wilkes Land. He also visited Hawaii, California, and Oregon, carrying on some survey work in the latter region. Five volumes were published: *The Narrative of the United States Exploring Expedition During the Years 1838, 1839, 1840, 1841, 1842* (1845), but the scientific data have not been issued, although many of the projected volumes are printed. There is extant the manuscript journal of Captain Hudson, who commanded one of the ships; and Lieutenant (later Admiral) Colvocoresses attached to this command published *Four Years in the Government Exploring Expedition commanded by Captain Charles Wilkes, etc.* (1852). They saw Antarctic land frequently, and he says that on one day they saw “distinctly from sixty to seventy miles of coast, and a mountain in the interior which we estimated to be 2500 feet high.” There are in this volume certain ethnological notes on the South Sea Islanders that are important.

Wilkes also published separately a volume, *Western America Including California and Oregon* (1849). Data on the same region are contained in the fourth and fifth of the five narrative volumes.

A prominent American sailor on the seas in the early fifties and onward was Captain S. Samuels. He began his career as cabin-boy at the age of eleven in 1836, and in ten years was a captain. He commanded the famous Dreadnaught, the swiftest ship of her time. He tells a thrilling story, for which Bishop Potter wrote the introduction, in *From the Forecastle to the Cabin* (1887).

South America was not forgotten by our American travellers and explorers, and a naval expedition in 1851–53 carried on an Exploration of the Valley of the Amazon (1854) under William L. Herndon and Lardner Gibbon, while, earlier than this, John Lloyd Stephens was investigating the intermediate part of the Western Hemisphere, publishing his admirable results in *Incidents of Travel in Central America, Chiapas, and Yucatan* (1841) and *Incidents of Travel in Yucatan* (1843) [see also Stephens’ “Incidents of Travel in Egypt, Arabia, Petrae, and the Holy Land.”] E. G. Squier’s operations came out in *Nicaragua* (1856) and *The States of Central America* (1858). Far away in Turkey the Rev. Doctor William Goodell was having the experiences which he recounts in *Forty Years in the Turkish Empire* (1876), edited by his son-in-law, E. D. G. Prime. Dr. Goodell belonged to a class of workers, the religious missionaries, who travelled far and wide seeking out all manner of places. They also became active in the Far West at an early date. Samuel Parker for the Presbyterian Church went to Oregon in 1836, taking

with him a physician, Marcus Whitman. Parker wrote *A Journal of an Exploring Tour Beyond the Rocky Mountains* (1838), one of the valuable books of the period. Whitman became so deeply interested in the religious welfare of the Indians that he turned missionary and established a working centre at Waiilatpu. Later, in the winter of 1842–43, he made the now much discussed overland journey by the southern route to Washington. This adventure is recorded in *How Marcus Whitman Saved Oregon* (1895) by O. W. Nixon. Whitman is said to have exposed nefarious British designs to the American government, but this service has been disputed on good authority. W. I. Marshall is one of those who oppose the “saviour” idea, and he presents his views in the *Report of the American Historical Association* (1900) and also in *Acquisition of Oregon, and the Long Suppressed Evidence about Marcus Whitman* (1911). At any rate, Whitman was a splendid character and devoted his life to work among the Indians, who, imagining some superstitious grievance against the whites, murdered many of them, including their own benefactor and his wife, and held the others prisoners. M. Cannon in his account of pioneer days tells the story of this massacre in *Waiilatpu, Its Rise and Fall* (1915).

The captives were rescued by the skill and determined bearing of one of the greatest frontiersmen of the West, Peter Skene Ogden. Ogden, while not an American, was next thing to it, as his father was born in Newark, New Jersey, but the family, being royalists, travelled to more genial climes at the outbreak of the trouble with George III. T. C. Elliott, in a very entertaining and instructive pamphlet, *Peter Skene Ogden, Fur Trader* (1910), relates the remarkable career of Ogden, chiefly in the region south of the forty-ninth parallel. Ogden wrote *Traits of American Indian Life and Character by a Fur Trader* (1853), revised in manuscript by Jesse Applegate. Ogden is said to have taken it to Washington Irving, who was prevented by circumstances from editing it.

Most of the travellers who penetrated the Western wilderness in those early days were close and quite accurate observers, and many of their books, like Gregg’s and Kendall’s and Edwin Bryant’s, have become of immeasurable historical value. Another whose works take a similar high place is Thomas Jefferson Farnham. No library of Americana can be considered complete which lacks his *Travels in the Great Western Prairies, the Anahuac and Rocky Mountains and in the Oregon Territory* (1843), and his *Life, Adventures and Travels in California* (1849). Farnham followed some seldom travelled trails, and he tells not only what he saw but what he heard—giving in the latter field one of the early descriptions of the Grand Canyon of the Colorado, not accurate but interesting. A missionary who roamed widely over Oregon was Father P. J. De Smet, and his writings are among the most vital, especially *Oregon Missions and Travels over the Rocky Mountains in 1845–46* (1847) and *Letters and Sketches* (1843).

The Santa Fé Trail coupled the Rio Grande and the mighty Missouri, as has been mentioned, by a well-beaten and more or less easy and comfortable way which halted at the city of Santa Fé. Thence on to Los Angeles there were two or three routes open to the traveller, taking any one of which was sure to make him wish he had chosen another. One led down the Rio Grande into Mexico, thence westward and up to the Gila through Tucson, following the Gila on west to the Colorado, the Mohave desert, and to Cajon Pass; the other turned north from Santa Fé and straggled over the mountains, to cross the Grand River and the Green at the first opportunity the canyons permitted (that on the Green being at what was afterwards known as Gunnison Crossing), thence through the Wasatch, down to the Virgin, and by that stream to the Mohave desert, and across that stretch of Hades by the grace of God. This trail was laid out in 1830 by William Wolfskill, an American, but as it was travelled mostly by Spaniards it was called the Spanish Trail. Between this and the extreme southern route was a possible way down the Gila, and another between that and the majestic Grand Canyon, followed in 1776 eastward as far as the Hopi (Moqui) villages by Garces the Spanish missionary; but to take either intermediate route at that time was almost like signing one’s death warrant. They were not often taken before 1846. Much about the early trails and trappers and missionaries is told in *Breaking the Wilderness* (1905) by Frederick S. Dellenbaugh.

The Oregon Trail, bearing far to the north, through South Pass and down Snake River, was extended to the Columbia and thence around south to California, but, before the "Days of '49," although Ogden, Jedediah Smith, and Frémont had dared the mid-passage across the Great Basin, there was no real route directly to the rich, inviting mission settlements of the Franciscan friars: settlements that were a world unto themselves delightfully described by Alfred Robinson in *Life in California During a Residence of Several Years in that Territory, Etc. By an American* (1846). And in *Two Years Before the Mast* (1840) R.H. Dana has some interesting chapters on this primitive California paradise. The historical side is presented by Fr. Zephyrin Englehardt in an extensive work, *The Missions and Missionaries of California* (1911). In the early forties California was nothing more than a detached colony nominally belonging to Mexico but ruled over, so far as it was ruled at all, by the Mission friars and the military governor in an arbitrary and personal fashion. Its rich soil and attractive coast were coveted by France, by Great Britain, and by the United States. This great prize slipping from Mexico's fist had its northern limit at the fortysecond parallel and its eastern along the upper Arkansas and down that river to the 100th meridian, down that to Red River, along that stream to a point north of the Sabine, and by the Sabine to the Gulf of Mexico. Texas took away the portion from the Sabine to the Nueces and claimed to the Rio Grande. Thus matters stood at the time of the annexation of Texas, with its claim of a western boundary at the Rio Grande which the United States had undertaken to maintain with the sword.

There was one statesman in Congress who had a clear perception of conditions and possibilities. This was Thomas Hart Benton, whose home was in St. Louis and was the rendezvous for leading trappers and explorers. His famous phrase as he pointed to the sunset and said "There lies the road to India" recognized the approach to each other of Europe and Cathay westward across the Rocky Mountains and has appropriately been carved on his monument. In his *Thirty Years' View... 1820 to 1850* (1861) there is continual evidence of his firm belief in the phenomenal value of the Far West region and in a development which has since taken place. Benton was one of the chief political figures of the time. Biographies of him have been written by Theodore Roosevelt (1887) and by William M. Meigs (1904).

As the fourth decade of the nineteenth century opened, California was receiving many emigrants from the Eastern States, chiefly by the Oregon Trail. About this time appears on the scene a striking personality, John A. Sutter, independent, indefatigable, who immediately created a unique fortified settlement which, having been born in Switzerland, he called New Helvetia, but which was known generally as Sutter's Fort. It was begun in 1841 and completed in 1845, on the site of the present city of Sacramento. Although Sutter was Swiss he may be classed as an American in view of all the circumstances connected with his life. His fort mounted carronades and cannon and was garrisoned by about forty well armed, drilled, uniformed Indians. There were extra arms for more if needed. In his "Diary" 4 printed in the *Argonaut* (San Francisco, 26 Jan., 2, 9, 16 Feb., 1878) Sutter tells of his own doings, and in the *Life and Times of John A. Sutter* (1907) T.J. Schoonover relates the entire story of this remarkable pioneer, the good friend of everybody but "bankrupted by thieves."

By 1846 the dispute with Great Britain over Oregon was settled and the Americans there knew where they belonged. They had been warmly defended and assisted by the then head of Hudson Bay Company affairs in that region, John McLoughlin, who himself finally became an American. The story of his life is given by Frederick V. Holman, *John McLoughlin, The Father of Oregon* (1900), and in *McLoughlin and Old Oregon* (1900) by Mrs. Emery Dye.

Benton's son-in-law, John C. Frémont, had conducted an expedition in 1842 along the Oregon Trail to the Wind River Mountains, and he was selected to carry on a new reconnaissance, ostensibly to connect the survey of the Oregon Trail with survey work done on the Pacific Coast by Wilkes. But this 1843-44 expedition did not halt in Oregon. It headed southward into Mexican territory along the eastern edge of the Sierras, hunting for a mythical Buenaventura River that would have made a fine military base had it existed. Not discovering that entrancing Elysian valley, Frémont crossed the high Sierras in dead winter to Sutter's Fort, returning by the

Spanish Trail to Utah and breaking through the Wasatch east of Utah Lake. His Report of the Exploring Expedition to the Rocky Mountains in the Year 1842 and to Oregon and Northern California in the Years 1843–44 (1845) was a revelation to most of the world. Ten thousand copies were printed by the government, and it was reprinted by professional publishers, minus the scientific matter, in their regular lists.

The very day Frémont handed in this report, 1 March, 1845, the United States flung the gauntlet in the face of Mexico by admitting Texas and assuming the Texan boundary affair. War was inevitable and everybody knew it. Therefore when Frémont headed a new “topographical surveying” expedition to the Far West he had a force of sixty well-armed marksmen. When he reached California and found an incipient rebellion already organized by Americans, he placed himself with this powerful party and the American flag at its head, supplanting the Bear Flag of the revolutionists and giving immediate notice thereby to the other covetous nations that California was only for the United States.

The Bear Flag revolt from its beginning may be studied in *Scraps of California History Never Before Published. A Biographical Sketch of William B. Ide, etc. (1880)*, privately printed by Simeon Ide. In H.H. Bancroft’s *History of California*, vol. v, is another account; and the revolt and Frémont are sharply criticized by Josiah Royce in *California from the Conquest in 1846 to the Second Vigilance Committee in San Francisco (1888)*. Royce also gave his analysis of Frémont’s character in the *Atlantic Monthly* in 1890.

Frémont tells his own story in *Memories of My Life* (1887; only vol. 1 of the projected two volumes was published). This contains a sketch of “The Life of Senator Benton in Connection with Western Explorations” from the pen of his daughter, Jessie Benton Frémont. Frémont’s career up to the time he ran for President was written by John Bigelow as a campaign document in 1856: *Memoir of the Life of John C. Frémont. Another Life of Frémont (1856)* is by Charles W. Upham, but there was no single volume containing all the story of this active explorer and politician till Frémont and’49, by Frederick S. Dellenbaugh, appeared in 1914.

California now attracted world attention, and there are a great number of interesting and valuable books relating to it. *Los Gringos* (1849), by Lieutenant Wise, U. S. N., describes the cruise of an American man-of-war which took active part in the conquest along the coast. One of the most trustworthy of all the volumes of this period is by Edwin Bryant, “late Alcalde of San Francisco,” *What I saw in California in 1846–1847* (1848). This will always stand in the first rank of Western Americana, with Farnham, Gregg, etc. Bryant was in Frémont’s California Battalion during the conquest. The book has been cheaply reprinted, with a “blood and thunder” titlepage supplanting the original, as *Rocky Mountain Adventures* (1889).

While the conquest of California was proceeding to its logical end an agricultural conquest of the valley of the Great Salt Lake was begun by the Mormons, or Latter Day Saints as they called themselves. Their late neighbours in Illinois had inaugurated such great opposition to Mormon methods that it culminated in the murder, by a mob, in Carthage jail, of Joseph Smith, the prophet and originator of the sect, and a migration was imperative. The Mormons now possessed a martyr, the essential basis of religious success, and they needed an independent field for expansion. Their new leader, Brigham Young, discovered it in the Salt Lake Valley described glowingly in Frémont’s report. Brigham thought of founding a separate state in this Mexican territory, but the events of the Mexican war moved so rapidly that, even while he planned, the valley fell under American rule. The Mormons went forward nevertheless and arrived on the shore of the American Dead Sea in August, 1847. Brigham complained that the valley was not as represented by Frémont—that it was really a desert. Frémont had seen on the Rio Grande what irrigation can do, and the Mormons resorted to it with an agricultural success now well known.

The transit to the new home across the wide and unsettled plains and mountains was a huge undertaking and entailed much hardship. T. L. Kane, a non-Mormon, accompanied the

famous "hand cart expedition" and tells about it in *The Mormons* (1850). The literature connected with the Mormons is voluminous. One of the latest, most comprehensive, and most exact general books is W. J. Linn's *Story of the Mormons* (1902). It has been charged that the Mormon leaders employed a gang of cut-throats to discourage Gentiles from settling among them, and Bill Hickman, when he became an apostate, claimed to have been the leader of it. He issued a book, *Brigham's Destroying Angel Being the Life Confession and Startling Disclosures of the Notorious Bill Hickman Written by Himself with Explanatory Notes* by J. H. Beadle (1872). Beadle also published *Western Wilds* (1877), *Life in Utah* (1870), *The Undeveloped West* (1873), and "The Story of Marcus Whitman Refuted" in *American Catholic Historical Researches* (1879). Mrs. Stenhouse, who apostatized, wrote *Tell it All* (1874), a faithful account of her sad life as a Mormon.

While Frémont was aiding Commodore Stockton to clinch the claim of the United States to California, the history of which is told in *Despatches Relating to Military and Naval Operations in California* (1849) and in *A Sketch of the Life of R. F. Stockton with his Correspondence with the Navy Department Respecting his Conquest of California and the Defense of J. C. Frémont* (1856), the war in Mexico was in full swing. General Stephen Kearny, with an army, was marching overland for the Pacific Coast by way of Santa Fé, where he halted long enough to raise the flag and destroy opposition.

Kearny was a noble officer whose early death in the Mexican campaign prevented his writing about the California campaign. Valentine Mott Porter wrote a sketch of him in *Publications of the Historical Society of Southern California*, vol. VIII (1911); and *A Diary of the March with Kearny, Fort Leavenworth to Santa Fé* (1846) by G. R. Gibson gives details concerning that part of the journey. Gibson also wrote two other diaries on a trip to Chihuahua and return in 1847.

The journals of Captain Johnson and of Colonel P. St. George Cooke on the march from Santa Fé to California appeared in *House Executive Document 41, 1st Sess. 30th Congress*, and Colonel Cooke's "The Journal of a March from Santa Fé to San Diego 1846-47" was printed in *Sen. Ex. Doc. 2 Special Sess. 31st Cong.* Other literary productions of Colonel Cooke were *The Conquest of New Mexico and California* (1878) and *Scenes and Adventures in Army Life* (1857).

Kearny, before proceeding to California, planned for the holding of New Mexico, and one of the memorable expeditions of the war resulted, that of Colonel A. W. Doniphan. It was accurately recorded by John T. Hughes in *Doniphan's Expedition; Containing an Account of the Conquest of New Mexico, General Kearny's Overland Expedition to California, Doniphan's Campaign Against the Navajos, his Unparalleled March upon Chihuahua and Durango and the Operations of General Price at Santa Fé, with a Sketch of the Life of Colonel Doniphan*. (1847). Hughes wrote another book now very hard to obtain, *California, Its History, Population, Climate, Soil, Productions, and Harbours, and an Account of the Revolution in California and the Conquest of the Country by the United States, 1846-47* (1848).

William E. Connelley has reprinted the Hughes Doniphan with Hughes's diary and other related matter in *Doniphan's Expedition* (1907). With the advance guard of the Army of the West went Major William H. Emory, and his *Notes of a Military Reconnaissance from Fort Leavenworth to San Diego, California, 1846-47* (1848) is an important contribution to the documents on this famous march.

The Rev. Walter Colton was in California before the conquest and he wrote an exceedingly valuable book, *Three Years in California, 1846-49* (1850), as well as another, *Deck and Port, or Incidents of a Cruise in the United States Frigate Congress, etc.* (1850). Still another volume of this period is *Notes on a Voyage to California Together with Scenes in Eldorado in 1849* (1878) by S. C. Upham. The name Eldorado enters so commonly into the literature of the Far West that we may at this point note the volume *The Gilded Man* (1893), by A. F. Bandelier, which describes and explains the term and its origin. In a certain ceremonial

in Peru a man was covered from head to foot with gold dust and this gave rise to the expression as meaning fabulous wealth.

With the prospect of closer contact with the Orient by way of the Occident, relations with some of the far off Eastern countries began to be more intimately considered. Caleb Cushing as Commissioner of the United States went to China in 1843 and in 1845 negotiated the first treaty between the United States and China. Missionaries, too, were at their task. Volumes of the Chinese Repository edited by Dr. Bridgman were publishing at Canton, and from these volumes, and his own personal observation and study of native authorities for twelve years, S. Wells Williams, who went to China as a printer for the Board of Foreign Missions, who mastered the Chinese language, and who lectured in the United States to obtain money to pay for a font of Chinese type, produced *The Middle Kingdom. A Survey of the Geography, Government, Education, Social Life, Arts, Religion, etc., of the Chinese Empire and its Inhabitants* (1848), a book that remains today one of the supreme authorities on the subject.

Another traveller in that region was the afterwards eccentric George Francis Train. Only twenty-four years of age, he met with much success in commercial ventures in China, and a book was the outcome: *An American Merchant in Europe, Asia, and Australia* (1857). The last years of Train's life were mainly spent on a bench in Madison Square Park, New York, refusing conversation with all adults.

The year following the conclusion of the Mexican War, which completed the sway of the United States over the entire West between the Gila River and the forty-ninth parallel, one of the large events of the world happened. A certain Marshall was employed by Sutter in the construction of a saw-mill up in the mountains, and one morning in January, 1848, when he picked from the sluiceway a particle of metal half the size of a pea, shining in the sun, it made his heart thump, for he believed it to be gold. Gold it proved to be. The great news was quick in reaching the outermost ends of the earth, calling men of all kinds, of all nationalities, pell-mell to Eldorado to pick up a fortune. Men of Cathay, men of Europe, men of the Red Indian race, all mingled on common terms in the scramble. Centuries of creeping along the fortieth parallel had at last tied together the far ends of the earth. "Marshall's Own Account of the Gold Discovery" appeared in *The Century Magazine*, vol. XIX. Gold had been discovered some years before, but the psychological moment had not arrived for its exploitation. A vast literature developed on the subject, one of the earliest books being *The Emigrant's Guide to the Gold Mines, and Adventures with the Gold Diggers of California* in August 1848 (1848), by Henry I. Simpson, of the New York Volunteers. This book has become rare. Another early but not scarce "gold" item is *Theodore T. Johnson's Sights and Scenes in the Gold Regions, and Scenes by the Way* (1849).

The gold seekers got as far as Salt Lake over the Oregon Trail by Bear River; or from Ft. Bridger by the new way Hastings had found a little farther south, and more direct, through Echo Canyon. From Salt Lake the chief trail west led down the Humboldt River to the Sierra and over that mighty barrier by what became known as Donner Pass to commemorate the Donner party and the shocking result of their miscalculation, the details of which are given, in *The Expedition of the Donner Party and its Tragic Fate* (1911) by Mrs. Eliza P. Donner Houghton. "The Diary of one of the Donner Party" by Patrick Breen, edited by F. J. Taggart, is given in *Publications of Pacific Coast History*, vol. v. (1910); and C. F. McGlashan published a *History of the Donner Party* (1880). This ill-fated caravan originated in Illinois. John Carroll Power in a *History of the Early Settlers of Sangamon County, Ill.* (1876) gives the daily journal of the "Reed and Donner Emigrating Party."

The difficulties of travel by ox and mule team, the necessity of obtaining communication better from a military point of view, and other considerations led to talk of a railway to California. George Wilkes published in 1845 a volume now rare, *Project of a National Railroad from the Atlantic to the Pacific Ocean, for the Purpose of Obtaining a Short Route to Oregon*. In 1848, Asa Whitney made addresses, memorials, and petitions for a transcontinental

railway, and he gave his plan in a Congressional document, *Miscellaneous 28, Senate, 30th Congress I: "Memorial of Asa Whitney for grants of land to enable him to build a railway from Lake Michigan to the Pacific."* Whitney issued a volume in the same line, from personal exploration: *Project for a Railroad to the Pacific with Reports and Other Facts Relating Thereto* (1849).

No one was more enthusiastic or confident of the feasibility of a railway than Frémont, unless it was his father-in-law, Benton. They were both positive that neither rivers, nor hot deserts, nor the deep mountain snows of winter would interfere seriously with the operation of trains. Frémont projected his fourth expedition especially to prove that winter would be no obstacle, and he attempted crossing the highest mountains in the winter of 1848–49. He met with sad disaster in Colorado, for which he blamed the guide for misleading him. This dreadful experience he describes in his *Memoris*, and it is related in other books on Frémont's expeditions; and Micajah McGehee, who was of the party, gives all the terror of then struggle in "Rough Times in Rough Places" in *The Century Magazine*, vol. XIX. After this catastrophe Frémont proceeded to California by the far southern route of upper Mexico and the Gila, arriving just as the great gold excitement was in its first heat.

Thousands were now preparing to follow thousands to the fortune-field that lay against what Frémont previously had named the Golden Gate. It mattered not that the way was beset with impossibilities for the greenhorn (or in later nomenclature, the tenderfoot); to California he was bound through fair and foul. Not the least of the troubles arose from Indians, those people who already possessed the country and were satisfied with it. They disliked to see their game destroyed by these new hordes, their springs polluted by cattle, their families treated with brutality or contempt according to the physical strength of the pioneer party. The latter on their part regarded the Indians as merely a dangerous nuisance, to be got rid of by any possible means. Sometimes when the trapper's or pioneer's confidence ran high with power, the Indian, armed only with a bow and arrows, was pursued and shot as sport from horseback, just as the sportsman chases antelope or buffalo.

The misconception of Indian life and character so common among the white people [remarks Francis LaFlesche, himself an Indian, in his preface to his charming little story of his boy life, *The Middle Five: Indian Boys at School* (1900)] has been largely due to ignorance of the Indian's language, of his mode of thought, his beliefs, his ideals, and his native institutions.

We have heretofore viewed the Indians chiefly through the eyes of those who were interested in exploiting them; or of exterminating them. Perhaps it is time to listen to their own words. Another educated Indian, Dr. Charles A. Eastman (Ohiyesa), a full-blood Sioux, writing on this subject in *The Soul of the Indian* (1900), declares:

"The native American has been generally despised by his white conquerors for his poverty and simplicity. They forget, perhaps, that his religion forbade the accumulation of wealth and the enjoyment of luxury. To him as to other single minded men in every age and race, from Diogenes to the brother of Saint Francis, from the Montanists to the Shakers, the love of possessions has appeared a snare, and the burdens of a complex society a source of needless peril and temptation. It is my personal belief after thirty-five years experience of it, that there is no such thing as Christian Civilization. I believe that Christianity and modern civilization are opposed and irreconcilable and that the spirit of Christianity and of our ancient religion is essentially the same.... Since there is nothing left us but remembrance, at least let that remembrance be just."

With reference to the treachery of the whites, at times, in the treatment of Indians it is permissible to refer the reader to the Massacre of Cheyenne Indians, 38th Congress, 2nd Sess., House Doc., Jan. 10th, 1865, wherein the Committee on the Conduct of the War, Benjamin F. Wade, Chairman, reports on an unprovoked attack by Colorado militia on a Cheyenne village in

which sixty-nine, two thirds women and children, were killed and the bodies left on the field.

The Indian side of much of the trouble of the years following 1861 may be read in "Forty Years with the Cheyennes," written by George Bent for The Frontier, a Colorado Springs monthly. Bent's mother was Owl Woman of the Southern Cheyennes, and his father, Col. William Bent, the widely known proprietor of Bent's Fort on the Arkansas, also called Fort William. Young Bent left school to join the Confederate army, was captured, paroled, and sent to his father. He then went to his mother's people and remained with them.

There was at least one American of early Western days who looked on the Indian with more sympathy. This was George Catlin, now famous for his paintings and books. Thanks to a kind Providence, not to our foresight, his invaluable painted records of a life that is past are now the property of the United States. Thomas Donaldson gives an exhaustive review of Catlin, his paintings in the National Museum, and his books in Part V, Report of the U. S. National Museum (1885).

We are not here concerned with Catlin's paintings and only note his literary output. His Letters and Notes on the Manners and Customs of the North American Indians, Written During Eight Years Travel Among the Wildest Tribes of Indians in North America in 1832, 33, 34, 35, 36, 37, 38, and 39, with Four Hundred Illustrations Carefully Engraved from his Original Paintings was published first in London, at his own expense, in 1841. The same year it was brought out in New York. Another of his volumes was Catlin's Notes of Eight Years Travels and Residence in Europe with his North American Indian Collection, with Anecdotes and Adventures of Three Different Parties of American Indians whom he Introduced to the Courts of England, France and Belgium (1848). A book of his that raised strong doubts as to his veracity was Okeepa, A Religious Ceremony, and other Customs of the Mandans, which was published in Philadelphia in 1867, and gave one of the earliest accounts of the extraordinary Okeepa ceremonial: a self-sacrificial affair akin to the Sun Dance of the Dakotas. The book today is recognized as veracious and valuable. He wrote Life among the Indians (1861) for young folk, and in 1837 he brought out a Catalogue of Catlin's Indian Gallery of Portraits, Landscapes, Manners, Customs, and Costumes, etc. His well-known, and now rare, North American Indian Portfolio, Twenty-five large Tinted Drawings on Stone, some Coloured by Hand in Imitation of the Author's Sketches, appeared in London in 1844; his Steam Raft in 1850; Shut your Mouth in 1865; and Last Rambles amongst the Indians of the Rocky Mountains and the Andes in London in 1868.

His viewpoint was totally different from that of the trapper or pioneer, explorer or traveller. Catlin was interested in the Indian as a man. "The Indians have always loved me," he declares, "and why should I not love the Indians?" He wrote a "Creed," part of which was: "I love the people who have always made me welcome to the best they had. I love the people who have never raised a hand against me, or stolen my property, where there was no law to punish for either."

The Mormons soon adopted a conciliatory policy towards the Indians, feeling it was more profitable to deal justly with them, to pay them, than to fight them. It was obligatory to have a cool clear-headed man to carry out such a policy, and Brigham Young selected Jacob Hamblin for the service. No better choice could have been made. Slow of speech, quick of thought and action, this Leatherstocking of Utah was usually called "Old Jacob." He tells an interesting story through James A. Little in Jacob Hamblin, a Narrative of his Personal Experiences (1881). A devoted Mormon, he was never unfriendly to other sects and often assisted persons of opposite faith, at least on two occasions saving lives.

The list of books on Indians is enormous, the Bureau of Ethnology alone having produced a great many, including the series of thirty-two invaluable Annual Reports inaugurated by J. W. Powell, as well as more than fifty-eight equally important Bulletins. George Bird Grinnell's Indians of Today (1900) and The North Americans of Yesterday (1901) by Frederick S. Dellenbaugh are two volumes which present a wide general survey.

A famous man associated with Indians throughout his life was Kit Carson, one of the most remarkable and upright characters of the Far West. Dewitt C. Peters persuaded Carson to dictate to him the story of his life. The last and complete edition is Kit Carson's Life and Adventures (1873). George D. Brewerton in Harper's Magazine (1853) wrote an account of "A Ride with Kit Carson through the Great American Desert and the Rocky Mountains." This ride was made in 1848 and was over the Spanish Trail eastward from Los Angeles. The springs are few and far between in Southern Nevada and South-Eastern California, and in studying this route and the literature pertaining to the region Walter C. Mendenhall's Some Desert Watering Places (U. S. Water Supply Paper 224, 1909) is most useful.

Some experiences were published long afterward, as in the case of William Lewis Manly's Death Valley in '49, which was never printed till 1894. It is deeply interesting. The author, arrived at Green River, decided with several others to shorten the journey by taking to the river, and was hurled through the torrential waters of Red Canyon and Lodore. Later he joined a California caravan to suffer terribly in Death Valley.

John Bidwell, an "earliest" pioneer, has contributed to The Century Magazine, vol. XIX, and to Out West Magazine, vol. XX, some invaluable reminiscences. He was with the first emigrant train to California. It crossed in 1841. In 1853 Captain Howard Stansbury made a report on his Exploration and Survey of the Valley of Great Salt Lake, the valley where the Mormons already were proving by irrigation the accuracy of Frémont's statement as to its fertility.

Congress took up with energy the matter of a railway to the Pacific, and several exploration routes were planned. Frémont was to survey one, but the leadership was given instead to Captain Gunnison, who proceeded by the "Central Route" over the Sangre de Cristo Pass. Gunnison was killed by Indians at Sevier Lake. He had been stationed at Salt Lake when assisting Stansbury, and while there made a study of Mormonism, The Mormons, or the Latter Day Saints in the Valley of the Great Salt Lake (1852). Mrs. Gunnison believed that the Mormons had instigated the murder of her husband, and Judge Drummond, who tried the case, was of this opinion also, and so stated in a letter to Mrs. Gunnison printed in the edition of 1890. He believed that the murder was carried out by Bill Hickman and eight others. One Mormon was among those slain.

A series of large quarto volumes (thirteen in number, as the last or twelfth volume was issued in two parts) was published on railway surveys by the government: Reports of Explorations and Surveys to Ascertain the most Practicable and Economical Route for a Railroad from the Mississippi River to the Pacific Ocean (1855 to 1859). The explorers wrote with grace and facility, as a rule, and these reports form an indispensable library of information on the Far West of the fifties.

While these surveys were going on, an epoch-making link in the chain that was forging between Europe and Cathay was placed by Americans cruising in Asiatic waters: Commodore Perry visited Japan and negotiated the first treaty between a Western people and the Japanese. The record of this achievement is given in a Narrative of the Expedition of an American Squadron to the China Seas and Japan Performed in the Years 1852, 1853, and 1854. Complied from the Original Notes and Journals of Commodore Perry and his Officers at his Request and under his Supervision by Francis L. Hawkes (1856).

A transcontinental railway became more and more a necessity from numerous points of view, not the least of which was the interchange of products across the Pacific. Preliminary wagon roads were surveyed, and for this purpose Lieutenant E. F. Beale in returning to California struck across a little ahead of Gunnison on the same route. With him was Gwin Harris Heap, who wrote the narrative of the journey: Central Route to the Pacific from the Valley of the Mississippi to California (1854), an attractive and interesting story.

Following almost the same route, as far as Gunnison's crossing of Green River, came later in the same year the indefatigable Frémont on his fifth expedition. At Gunnison Crossing he swung to the south through the "High Plateau" country, a southern extension of the Wasatch uplift, and after much suffering in the midwinter of 1853-54 the starving party dragged into the Mormon settlement of Parowan with the loss of one man. Every family in the town immediately took in some of the men and gave them the kindest care. When able, Frémont proceeded westward till he met the high Sierras' icy wall, where he deflected south to the first available pass. To the end of his life he never forgot the generous behavior of the Mormons.

At this time Mrs. Frémont reports in her *Far West Sketches* (1890) a most remarkable vision she had of her husband's plight, which came to her in the night at Washington. Mrs. Frémont wrote other interesting books, *The Story of the Guard* (1863), *A Year of American Travel* (1878), *Souvenirs of my Time* (1887), and the "Origin of the Frémont Explorations" in *The Century Magazine* (1890). The *Recollections* (1912) of her daughter, Elizabeth Benton Frémont, belong to the story of Frémont's career.

Frémont published no account, and no data, of the fifth and last expedition excepting a letter to *The National Intelligencer* (1854), reprinted in Bigelow's *Life*. The narrative was to appear in the second volume of his *Memoirs*, but this was not published. His exact route therefore cannot be located. The main reliance for the narrative is *Incidents of Travel and Adventure in the Far West with Frémont's Last Expedition* (1857), by S. N. Carvalho, artist to the expedition.

One of the phenomenally reckless, daredevil frontiersmen was James P. Beckwourth, a man of mixed blood, who dictated a marvellous story of his escapades to T. D. Bonner. This was published in 1856 as *The Life and Adventures of James P. Beckwourth*. Somewhat highly coloured, no doubt, by Beckwourth's fancy, it still remains a valuable record of the time. Another book in this class is *The Adventures of James Capen Adams of California*, edited by Theodore H. Hittell (1860 and 1911); and still another is William F. Drannan's *Thirty-One Years on the Plains and Mountains, or The Last Voice from the Plains* (1900), wherein he describes his intimacy with Kit Carson and other frontiersmen, all apparently from memory, as was the case with the life records of most of the rougher class of hunters. Drannan published another book, *Captain W. F. Drannan, Chief of Scouts, etc.* Joe Meek was a brilliant example of the early trapper and had a varied experience which Mrs. Frances Fuller Victor records in her fine work *The River of the West* (1870).

An extremely scarce volume is Reid's *Tramp: or a Journal of the Incidents of Ten Months' Travel Through Texas, New Mexico, Arizona, etc.* This volume by John C. Reid was published in 1858 at Selma, Alabama. The United States, after the Mexican War, had bought from Mexico a strip south of the Gila River known as the "Gadsden Purchase," and to this many pioneers flocked expecting a new Eden, Eldorado, Elysian Fields, or what not. Reid remarks: "We may review the history of the fall, death, and interment of these hopes in a faroff country of irremediable disappointment." We know of the existence of but four copies of Reid's book. 63

After the Gadsden Purchase the matter of the Mexican boundary was ready for determination. The work was under the direction of Major W. H. Emory, who made an excellent Report on the United States and Mexican Boundary Survey (1857) in two fine volumes, the first two chapters of volume 1 containing a very interesting personal account. One of the boundary commissioners, John Russell Bartlett, published his own account in two volumes of *Personal Narrative of Explorations and Incidents in Texas, New Mexico, California, Sonora, and Chihuahua During the Years 1850, '51, '52, and 1853* (1854), a valuable addition to the literature of the South-West.

On the north the boundary was also surveyed, and Archibald Campbell and W. J. Twining wrote Reports upon the Survey of the Boundary between the Territory of the United

States and the Possessions of Great Britain from the Lake of the Woods to the Summit of the Rocky Mountains (1878). Previously the boundary along the 49th parallel had been surveyed to the Gulf of Georgia in settling the Oregon question.

A volume published for the author, Philip Tome, in Buffalo in 1854, now very rare, is Pioneer Life, or Thirty Years a Hunter. Being Scenes and Adventures in the Life of Philip Tome, Fifteen Years Interpreter for Cornplanter and George Blacksnake, Chiefs on the Alleghany River. Cornplanter, a half-breed Seneca, was one of the most distinguished of the Iroquois leaders. In the early fifties Joaquin Miller was taken to California overland by his parents, and the impressions he received coloured his entire life. His poem, The Ship in the Desert (1875), is a string of “these scenes and descriptions of a mighty land of mystery, and wild and savage grandeur.”

What scenes they passed, what camps at morn,
What weary columns kept the road;
What herds of troubled cattle low'd,
And trumpeted like lifted horn;
And everywhere, or road or rest,
All things were pointing to the West;
A weary, long and lonesome track,
And all led on, but one looked back.

Joaquin Miller also wrote the prose volume Life Among the Modocs (1874).

A period was now beginning when the literature of the Far West was not to be confined to the tales of trappers and explorers. About 1860 a young printer obtained employment in the composing-room of The Golden Era in San Francisco, and he was a contributor to that paper as well. He was invited to the home of the Frémonts (who were then living on their Black Point estate near the Golden Gate) because of the talent, the genius, they discovered in his manuscripts. From that moment the career of Bret Harte flowed on successfully to the end.

About the same time there appeared on this remote and primitive literary stage another genius who was dubbed the “Wild Humorist of the Pacific Slope.” He tried mining with no success and then turned to his pen. The Jumping Frog (1867) carried the name of the former Mississippi pilot to the outer world, and “Mark Twain” became a star among the literary lights of the United States. Further mention here of either of these brilliant members of the American literary fraternity is unnecessary except perhaps to note Mark Twain’s Life on the Mississippi (1883) and his Letter to the California Pioneers (1911), in the second of which he describes his life as a miner [see also Twain’s international travel volumes, like “Innocents Abroad”]. An early literary explorer to the [NW] Pacific Coast was Theodore Winthrop, who wrote The Canoe and Saddle, Adventures Among the Northwestern Rivers and Forests; and Isthmiana (1862).

One of our inveterate travellers of the purely literary type was Bayard Taylor. Among the first he went to California and published Eldorado, or Adventures in the Path of Empire (1850). Taylor was a voluminous writer and his works describe many parts of the globe. China was one country that found him an early visitor, from which journey came A Visit to India, China, and Japan in 1853 (1855).

The interesting experiences and reminiscences of one of the most prominent Americans in China during many decades, Dr. William A. P. Martin, first president of the Imperial University, are told in Dr. Martin’s book, A Cycle of Cathay (1897), an indispensable work in this field. William Elliot Griffis visited the Orient too, and gave us The Mikado’s Empire (1876) and Corea, The Hermit Nation (1882). The road to the East from the West, which Benton so dramatically pointed out, was being followed with enthusiasm. Lafcadio Hearn made Japan his own. His Glimpses of Unfamiliar Japan (1894), Leaves from the Diary of an Impressionist (1911),

Out of the East (1895), In Ghostly Japan (1899), and others are too well known to require comment. A contribution of much interest to this literature is Eliza Ruhamah Scidmore's Jinrikisha Days in Japan (1891). She declares that "Japan six times revisited is as full of charm and novelty as when I first went ashore from the wreck of the Tokio."

A missionary who wrote Adventures in Patagonia (1880) wrote also Life in Hawaii (1882), both of them "foundation" books. He became identified with everything Hawaiian, and wrote many letters from there to The American Journal of Science and to The Missionary Herald. This indefatigable worker in the missionary real was the Rev. Titus Coan, whose son, Dr. Titus Munson Coan, has written a brochure on The Climate of Hawaii (1901) and on The Natives of Hawaii: A Study in Polynesian Charm (1901).

The South Seas enthrall the visitor with this "Polynesian Charm"; a drifting away from material things on "tropic spray 'which knows not if it be sea or sun"'; a plunge into a conservatory of blossoms producing a sort of narcosis—at least such was the effect in former days, and Charles Warren Stoddard caught and presented this earlier delicioso in his classic South Sea Idyls (1873), "the lightest, sweetest, wildest things that ever were written about the life of the summer ocean," declares W. D. Howells in the introduction which he wrote. "No one need ever write of the South Seas again." Full of whales were these South Seas, too, as well as of the fragrance of tropic fruits, and the life of the whaler in pursuit of them there, as well as in the northern waters, has found numerous recorders. But who has painted it as delightfully, as masterfully, as Herman Melville in Moby Dick? And who can forget, once lost in its wonderful glow, that other story of Melville's, the story of life among cannibals, told in Typee? And there is Omoo, hardly less absorbing, telling of life in Tahiti. These books of his belong to our American classics. He wrote also White Jacket, of life on a man-of-war, Redburn, and Mardi and a Voyage Thither.

"Wherever ship has sailed, there have I been," said Columbus, and the men—and women—of America were scarcely behind him in travel and exploration. They tested out the far far seas, the solitudes of continents, the innermost secrets of the rivers. But there was one river, wild, rock-bound, and recalcitrant, the Colorado, which, like a raging dragon, refused to come to terms and was so fierce withal that trapper and pioneer shunned its canyon tentacles and passed by. Finally the government sent Lieutenant J. C. Ives to attack it at its mouth, which is defended by a monstrous tidal wave, and to ascend in his little iron steamer, The Explorer. Ives reached the foot of Black Canyon, while Captain Johnson with another steamer succeeded in reaching a somewhat higher point. Johnson's journal has not been published, but Ives wrote an interesting Report upon the Colorado River of the West Explored in 1857 and 1858, published in 1861, the year the memorable shot was fired at Fort Sumter. The Colorado was forgotten. So far the explorer had merely examined the dragon's teeth, but in 1867 Major J. W. Powell, a veteran of the Federal army, investigating the geology of the Territory of Colorado, conceived the idea of exploring the mysterious and fateful canyons by descending through their entire length of a thousand miles in small boats.

The same year an uneducated man, James White, was rescued near Callville from a raft on which he had come down the river some distance. His condition was pitiful. He was interviewed by Dr. Parry, who happened to be there with a railway survey party, and Parry told White that he must have come through the "Big" canyon. White therefore said he had, when assured that he had, although he did not know the topography of the canyons—neither did Dr. Parry, nor any one else. The White story was first told in General Palmer's Report of Surveys Across the Continent in 1867-68 on the 35th and 32nd Parallels, etc. (1869). It was repeated in William A. Bell's New Tracks in North America (1869) and quite recently has been republished with notes and comments by Thomas F. Dawson in The Grand Canyon, Doc. 42, Senate, 65th Cong., 1st Sess. (1917).

Mr. Dawson, like others who have not run the huge and numerous rapids of the Grand Canyon, believes that White went through on his frail little raft, but all who know the Canyon

well are certain that White did not make the passage and that the story that he did rests entirely on what Dr. Parry thought. It is only necessary to add that White found but one big rapid in his course, whereas there are dozens in the distance it is claimed that he travelled. The river falls 1850 feet in the Grand Canyon, 480 in Marble Canyon, and 690 between this and the junction of the Green and Grand, or a total of 3020 feet in the distance White is said to have gone.

In the spring of 1869 Major Powell started from the Union Pacific Railway in Wyoming and descended, in partly decked rowboats, through the thousand miles of canyons so closely connected that they are well-nigh one, with a total descent of 5375 feet to the mouth of the Virgin. In 1871-72 he made a second descent to complete the exploration and to obtain the required topographical and geological data, prevented by disaster and lack of trained men on the first voyage. The account of the first voyage is given in Powell's *Exploration of the Colorado River of the West* (1875), a report to the government. He did not include a narrative of the second descent, which is related in *A Canyon Voyage* (1908) by Frederick S. Dellenbaugh, a member of the party. The same author's *The Romance of the Colorado River* (1902) tells the history of this unique river from the Spanish discovery in 1540, and gives a table of altitudes along the river. A recent experience (1911) in navigating the river which has been chronicled by Ellsworth Kolb in *Through the Grand Canyon from Wyoming to Mexico* (1914) furnishes valuable data.

In 1889 Frank M. Brown attempted a railway survey through the canyons from Gunnison Crossing down. He was drowned in Marble Canyon, as were two of his men. His engineer, Robert B. Stanton, returned to the task the same year with better boats and successfully completed the descent. He relates what befell him and his men in an article in *Scribner's Magazine* for November, 1890, "Through the Grand Canyon of the Colorado," and there are other magazine articles on the subject.

It is interesting to note that the first proper maps of the United States were made of Far Western territory, and this was due to the initiative of several energetic explorers. Clarence King inaugurated a geological survey with map work in conjunction with it, the results appearing in seven volumes, *Report of the Geological Exploration of the Fortieth Parallel* 1870. King wrote a charming volume, too, *Mountaineering in the Sierra Nevada* (1871), and later that literary gem in *The Century Magazine* (1886), "The Helmet of Mambrino," the "helmet" and the original manuscript being preserved in the library of the Century Association.

Powell's Colorado River Exploring Expedition developed into the Rocky Mountain Survey, and Dr. F. V. Hayden conducted a series of surveys in Colorado, etc., called the Geographical and Geological Survey of the Territories. At the same time the army put into the Western field Lieut. George M. Wheeler, who conducted Geographical Surveys West of the 100th Meridian. Wheeler, in 1871, ascended the Colorado River as far as Diamond Creek. Seven volumes were produced by the Wheeler Survey, eleven by the Hayden, and a considerable number by the Powell Survey. At the same time they turned out topographic maps of excellent character, all things considered—in most cases better than any then existing of the Eastern part of the country.

In connection with the Powell Survey Captain C. E. Dutton studied the geology of certain districts and wrote several books that are almost unique in their combination of literary charm with scientific accuracy: *Physical Geology of the Grand Canyon District* (1880-81), *Tertiary History of the Grand Canyon* (1882), and *The High Plateaus of Utah* (1880).

Powell established the Bureau of Ethnology and from this issued the large number of volumes before referred to, a mine of information on the North American Indian. Many workers were in the field. One of the most picturesque of these labours was Frank H. Cushing's initiation into the Zuñi tribe described in his *Adventures in Zuñi* (1883). He wrote, too, *Zuñi Folk Tales* (1901); and, in the Bureau reports, other articles on the Zuñi. 11 A remarkable

ceremonial of another Puebloan group was written down by Captain John G. Bourke in *The Snake Dance of the Moquis [Hopi] of Arizona* (1884). The Pueblos for many centuries have built villages of adobe and stone in the Southwest in canyons, in valleys, and on mesas. One of these cliffbound plateaus, the Mesa Encantada, was the source of some controversy as to whether or not its summit was once occupied. Its walls were scaled and some evidences of the former presence of natives were found. Professor William Libbey and F. W. Hodge both have written on the subject.

While the pioneers were pouring into the West, exterminating the buffalo for hide-and-tallow profits, described by W. T. Hornaday in *The Extermination of the American Bison* (1889), and dispossessing the Plains Indians generally, the latter became restless and unruly. Under the spell of their crafty "medicine" priest, Sitting Bull, the Sioux were greatly disturbed. The army was ordered to compel their obedience and in 1876 made a determined move expected to crush the Indians. General Crook was defeated in one of the first encounters; and a few days later General Custer was annihilated with his immediate command. The Sioux were superior in numbers and in arms. The courage of Custer was of no avail.

Custer wrote *My Life on the Plains* (1874) and a number of articles for *The Galaxy*. General W. B. Hazen, who had a quarrel with Custer, privately published *Some Corrections of "My Life on the Plains"* (1875). Frederick Whittaker wrote a *Complete Life of General George A. Custer* (1876), full of details, and the whole written in a painstaking way. A large amount of information given in an exceedingly pleasant manner is found in the books of the General's widow, Elizabeth Bacon Custer: *Boots and Saddles, or Life in Dakota with General Custer* (1885); *Tenting on the Plains, or General Custer in Kansas and Texas* (1887); *Following the Guidon* (1890). Mrs. Custer also wrote the introduction for *George Armstrong Custer* (1916) by Frederick S. Dellenbaugh. There was comparatively little trouble with the Sioux Indians after the massacre of Custer, for even they seemed to be impressed by its horror; just as the Modocs were when they destroyed the attacking troops—afterwards Scar-faced Charley said his "heart was sick of seeing so many men killed."

One of the primary causes of Indian difficulties was the rapid growth of the cattle and sheep industry on the Plains. The remarkably nutritive grasses which had fattened buffalo by the tens of thousands now fattened cattle and sheep in like numbers. As cattle and sheep will not feed on the same range, or rather cattle will not on a sheep range, there were clashes that were well-nigh battles between the sheep and the cattle men. Large tracts were bought or claimed, and fenced in—another cause of trouble. And still another was the character of the cattle herders. There were suddenly many of them in the later seventies. They lived in camps and for some reason they dropped to a lower state of degradation than any class of men, red or white, that the Far West had seen. Beside a full-fledged "cowboy" of the earlier period of their brief reign the Indian pales to a mere recalcitrant Quaker. With the further development of the country the cowboy became more civilized and later on he redeemed himself by writing poetry and books. The reason for this desirable transformation from debauchery to inspiration may be read in the lines:

When the last free trail is a prim fenced land,
And our graves grow weeds through forgetful Mays.

The country was becoming agricultural; the trails were being fenced in; the herds growing smaller for lack of vast, unpaid for, free range; they were of necessity differently handled; and the cowboy's pistol was confronted by the sheriff's. In short, the wild cowboy was a wild cowboy no more. The quotation is from the admirable volume of poems of the West by Charles Badger Clark, Jr., *Sun and Saddle Leather* (1915), which contains "The Glory Trail" (known among the camps as "High Chin Bob") and another equally rhythmical, "The Christmas Trail," one stanza of which is:

The coyote's Winter howl cuts the dusk behind the hill,
But the ranch's shinin' window I kin see:
And though I don't deserve it, and I reckon never will,
There'll be room beside the fire kep' for me.
Skimp my plate 'cause I'm late. Let me hit the old kid gait,
For to-night I'm stumblin' tired of the new,
And I'm ridin' up the Christmas trail to you,
Old Folks,
I'm a-ridin' up the Christmas trail to you.

The man who wrote this, we may be sure, never "shot up" a Western saloon. Another volume of this delightful verse reflecting the freedom of the Western skies is *Out Where the West Begins*, by Arthur Chapman, and two more are, *Riders of the Stars* and *Songs of the Outlands*, both in ink of mountain hue, from the pen of Herbert Knibbs. These are the things we expect from men who have ridden the sagebrush plain, scampered up the painted cliffs with a horizon waving in the blue, or slept in the winter white under the whispering pines.

Besides this native poetry we have some excellent prose work in this field; *Ten Years a Cowboy* (1908) by C. C. Post; *The Log of a Cowboy* (1903) by Andy Adams, as well as *The Outlet* by the same author, the latter relating to the great cattle drives formerly undertaken from Texas to the North-west. Charles M. Russell, the "Cowboy Artist," who has preserved with his brush some of the thrilling pictures of this ephemeral and showy savagery, has expressed himself in a literary manner in *Studies of Western Life* (1890). And it is necessary to mention in this connection the drawings of Frederick Remington, as well as Owen Wister's later classic of cowboy life, *The Virginian* (1905).

In the golden days of '49 there was a road to the Californian Eldorado by way of the Isthmus of Panama. There were no Indians that way but there was the Chagres River, until a railway was built. There is a particular literature of the Isthmus. *A Story of Life on the Isthmus* (1853) was written by Joseph Warren Fabens; and an even earlier one *The Isthmus of Panama and What I Saw There* (1839) is by Chauncey D. Griswold. Then there is *Five Years at Panama* (1889) by Wolfred Nelson, and numerous others between these dates, including an exceedingly scarce volume, *The Panama Massacre* (1857), which presents the evidence in the case of the massacre of Americans in 1856. A few years after this event Tracy Robinson appeared on the Isthmus and for forty-six years he made it his home. This veteran published his *Panama, a Personal Record of Forty-six Years, 1861-1907* only a short time before his death.

Frederick Law Olmsted was specially interested in the South and in 1856 he wrote *A Journey in the Seaboard Slave States with Remarks on Their Economy*; in 1857, *A Journey through Texas*; in 1861, *The Cotton Kingdom* (made up from the two preceding books); and in 1863, *A Journey in the Back Country*. A very scarce item is a Southerner's impressions of the North in *Sketches on a Tour Through the Northern and Eastern States, the Canadas, and Nova Scotia* (1840) by J. C. Meyers, one traveller who was not impelled towards the Golden Gate. Burroughs in the Catskills and Thoreau in his favourite haunts and on his Yankee Trip in Canada (1866) hardly need mention, but there were some other outdoor men along the eastern part of the continent. Lucius L. Hubbard in 1884 wrote *Woods and Lakes of Maine, a Trip from Moosehead Lake to New Brunswick in a Birch Canoe*; Charles A. J. Farrar in 1886, *Down in the West Branch, or Camps and Tramps around Katahdin*; and another, *From Lake to Lake, or A Trip across the Country, A Narrative of the Wilds of Maine*.

Although J. T. Headley wrote *Letters from the Backwoods and the Adirondacks* in 1850, and others gave accounts of the splendid "wilderness" of Northern New York, it remained for W. H. H. Murray, a clergyman, to stir up sportsmen and travellers on this topic with his enthusiastic book on the region, *Adventures in the Wilderness, or Camp Life in the Adirondacks* (1869), which earned for him the title of "Adirondack" Murray.

American travellers and explorers extended their researches to the veritable ends of the earth, and their literary product was enormous. Africa came in for examination, too. Paul B. DuChaillu explored in West Africa in 1855–59 and reported the surprising gorilla; and in 1863–65 he reported pygmies, both bringing the reproach of prevarication against him. He was not long in being vindicated. He published *Explorations and Adventures in Equatorial Africa* (1861), *A Journey to Ashango Land* (1867), *The Country of the Dwarfs* (1872), and *Stories of the Gorilla Country* (1868). Then he turned his attention to the north and gave us *The Land of the Midnight Sun* (1881), *The Viking Age* (1889), *The Land of the Long Night* (1899).

An American newspaper correspondent was sent to seek the lost Livingstone, and Henry M. Stanley tells his remarkable story in *How I Found Livingstone* (1872). He became the foremost African explorer, and wrote *Coomassie and Magdala* (1874), *Through the Dark Continent* (1878), *In Darkest Africa* (1890), *The Congo and the Founding of its Free State* (1885). This “free” state turned out to be anything but free and became the centre of a storm of controversy. *The Story of the Congo Free State* (1905) by H. W. Wack controverts the charges, but those who know refuse to accept it.

Another part of Africa long had received attention: Egypt. The list of American travellers and explorers in that ancient land is almost beyond recording. Here again Bayard Taylor is found with his *A Journey to Central Africa* (1854), and George W. Curtis wrote *Nile Notes of a Howadji* (1851); W. C. Prime gives us *Boat Life in Egypt and Nubia* (1868); Bishop Potter, *The Gates of the East, or a Winter in Egypt* (1876).

But the most prominent American in the Egyptian region was Charles Chaillé-Long, who carried on some extensive explorations along the upper Nile. His chief literary works are: *Central Africa... an Account of Expeditions to Lake Victoria Nyanza, etc.* (1877), *The Three Prophets: Chinese Gordon, Mohammed Ahmed (el Maahdi), Arabi-Pasha* (1884), and *My Life in Four Continents* (1912).

Italy is not behind Egypt as regards American travelliterature. There is W. D. Howells with *Italian Journeys* in 1867 and *Venetian Life* of the year before; James Jarvis Jackson with *Italian Sights and Papal Principalities Seen through American Spectacles* (1856), and Helen Hunt Jackson’s *Bits of Travel* (1873).

Then there are another score or two on Spain; John Hay’s *Castilian Days* (1871); Washington Irving’s many contributions; Edward Everett Hale’s *Seven Spanish Cities* (1899); William H. Bishop’s *A House Hunter in Europe [France, Italy, Spain]* (1893); and Bayard Taylor’s *The Land of the Saracens* (1855). Raphael Pumpelly went Across America and Asia and tells about it in the book of that title published in 1870; W. W. Rockhill made many journeys in Oriental lands. He published *Diary of a Journey through Mongolia and Tibet in 1891–1892* (1894). “Sunset” [S. S.] Cox tells of the *Diversions of a Diploma in Turkey* (1887); Charles Dudley Warner of *In the Levant* (1895); W. T. Hornaday of *Two Years in the Jungle [India, Ceylon, etc.]* (1886); and Samuel M. Zwemer of *Arabia the Cradle of Islam* (1900). The last named has also written on Arabia, which he has studied long at first hand, other important volumes, beyond the horizon of this chapter.

Many Americans travelled in Russia, too, and wrote volumes about that enigmatical country: Nathan Appleton, *Russian Life and Society as Seen in 1866–67* and *A Journey to Russia with General Banks* 1869 (1904); Edna Dean Proctor, *A Russian Journey* (1873); Miss Isabel Hapgood, *Russian Rambles* (1895); C. A. Dana, *Eastern Journeys* (1898); Eugene Schuyler, *Notes of a Journey in Russian Turkestan, Etc.* (1876); and Poultney Bigelow, *Paddles and Politics down the Danube; A Canoe Voyage from the Black Forest to the Black Sea* (1892).

Charles Augustus Stoddard was another ubiquitous traveller whose works are difficult to classify in one group. His *Across Russia from the Baltic to the Danube* (1891) takes us into

rather out-of-the-way paths, and then he strikes for Spanish Cities with Glimpses of Gibraltar and Tangier (1892), only to jump to Beyond the Rockies (1894), with A Spring Journey in California (1895) and some Cruising in the Caribbees the same year.

Albert Payson Terhune shows us Syria from the Saddle (1896) with his customary virility; John Bell Bouton takes us Roundabout to Moscow (1887), where we instinctively think of George Kennan and his The Siberian Exile System (1891) and follow him into Tent Life in Siberia through two editions, 1871 and 1910. From there we run back On Canada's Frontier (1892) with Julian Ralph, and then Down Historic Waterways (1888) with Reuben Gold Thwaites, who also leads us On the Storied Ohio (1897), after which he holds up the mirror to previous travellers in thirty-two volumes of Early Western Travels (1904–06). If we are interested in botany, there is Bradford Torrey, who contributed to Reports on Western exploration, and wrote independently A Florida Sketch Book (1894), Spring Notes from Tennessee (1895), and Footing it in Franconia (1901).

The war with Spain landed the United States in the Philippines, clear across the wide western ocean, thus at last forging the final link in the chain stretching westward from Europe to Cathay, and proving ultimately Senator Benton's prophecy as he pointed towards the sunset and said: "There lies the road to India."

The various islands of the Philippine group were occupied by different tribes in varying stages of progress, and it became the problem of the new governing power to give each protection from the other and an opportunity to develop. In carrying out this broad policy not only were schools established and towns remodelled, but battles were fought with such tribes as were recalcitrant and unruly like the wild Moros.

The literature which has grown out of all this effort is large and of vast importance civically, ethnologically, and politically, for it is the history of harmonizing antagonistic primitive groups, guiding them into proper channels of progress, and fitting them for eventual self government, a task never before set for itself by any conqueror; and a task which has led to impatience and misunderstanding not only among the warring tribes but among people at home who were ignorant of the situation. Arthur Judson Brown describes The New Era in the Philippines (1903); James H. Blount asks (in The North American Review, 1907) "Philippine Independence, When?"; William H. Taft in The Outlook (1902) gives a statement on "Civil Government in the Philippines"; William B. Freer writes The Philippine Experiences of an American Teacher, A Narrative of Work and Travel in the Philippine Islands (1906); and Dean C. Worcester, to whom more than to any other individual belongs the credit for a remarkable achievement by the United States in this far-off region, wrote The Philippine Islands and their People, A Record of Personal Observation and Experience (1898). A most interesting and instructive "inside" account is Albert Sonnichsen's Ten Months a Captive among Filipinos (1901). Sonnichsen was not treated badly by Filipinos, and he was fortunate in not falling into the clutches of some of the less developed tribes.

An ethnological survey was begun and has been carried forward by the bureau having this science in charge. An example of results is the admirable study by Albert Ernest Jenks of The Bontoc Igorot (1905), a volume of 266 pages printed at Manila. These Bontoc Igorots occupy a district near the centre of the northern part of the island of Luzon, and are typical primitive Malayan stock, intelligent and amenable. "I recall," says Mr. Jenks, "with great pleasure the months spent in Bontoc pueblo, and I have a most sincere interest in and respect for the Bontoc Igorot."

Besides the outlying possession of the Philippines, the United States became owner by purchase in 1867 of Russian America, afterwards named Alaska. Seward was ridiculed for making such a purchase in the "frozen" north, and it was long derided as Seward's "Ice-box." The vast number of publications favourably describing this region belie this term, and it is now well understood that Seward secured a treasure house for a pittance.

Seward's "Address on Alaska at Sitka, August 12, 1869," in *Old South Leaflets*, Vol. 6, No. 133 (1904) is interesting in this connection. There are a great number of reports, and narratives like those of the veteran William H. Dall; Captain W.R. Abercrombie's *Alaska, 1899, Copper River Exploring Expedition* (1900); Henry T. Allen's *Report of an Expedition to the Copper, Tanana, and Koyukuk Rivers in the Territory of Alaska in the Year 1885* (1887); M. M. Ballou's *The New Eldorado, a Summer Tour in Alaska* (1889); Reports by A. H. Brooks; Miss Scidmore's *Alaska* (1885), etc.

In 1899 a private expedition was organized which cruised in a chartered ship along the Alaskan coast and across Bering Sea to Siberia. A large party of scientific men were guests of the projector, Edward Henry Harriman, and there were also several artists. The results were published in a series of volumes now issued by the Smithsonian Institution. The first two are narrative, with chapters by John Burroughs, John Muir, G. K. Gilbert, and others, and reproductions of paintings by R. Swain Gifford, Louis A. Fuertes, and Frederick S. Dellenbaugh. Burroughs in addition wrote a volume entitled *Far and Near* (1904), and there were magazine articles and other books. The same year as the Harriman Expedition, Angelo Heilprin published *Alaska and the Klondike, A Journey to the New Eldorado*. Gold had been found not only in the Klondike but at Nome, in the sands of the beach, where a few square feet yielded a fortune, and in other parts.

On the bleaker eastern arctic shores of North America no gold had been found to lead armies of fortune-seekers through incredible hardships, but men will suffer as much, or more, for an idea, and there was the idea of Polar exploration with the *ignis fatuus* of the Pole ever beckoning. A library of many shelves would not hold all the books relating to this fateful quest. Americans joined the English early in this field, inspired by a desire to discover the actual fate of Franklin. In 1850 Elisha Kent Kane accompanied a party equipped by Grinnell with two ships under Lieutenant De Haven. They reached Smith Sound as described in *The United States Grinnell Expedition in Search of Sir John Franklin* (1854). Kane went north again in 1853 and reached $78^{\circ} 41'$. This expedition is recorded in his *Arctic Explorations: The Second Grinnell Expedition* (1856).

Dr. I. I. Hayes followed this up by taking advantage of experience acquired with Kane and in going to the ice regions in 1860. He wrote *The Open Polar Sea* (1867), *An Arctic Boat Journey* (1860), *The Land of Desolation* (1881); and the Smithsonian printed his "Physical Observations in the Arctic Seas" (Volume 15).

One of the most devoted and interesting of all Arctic explorers was Charles Francis Hall. His heart was so thoroughly in the work, at first a search for Franklin, that he made three fruitful expeditions and would have continued had he not mysteriously died in full health on the last journey. The first expedition was on an ordinary whaling ship to the Eskimos, with whom he lived for two years in 1860–62. On the second trip he again lived with Eskimos in 1864, and on the third voyage in 1871 in the *Polaris* he got to $82^{\circ} 11'$, at the Polar ocean via Smith Sound. His *Narrative of the [Third or Polaris] North Polar Expedition* (1876) was edited by C. H. Davis; the *Narrative of the Second Arctic Expedition to Repulse Bay* (1879) was edited by Prof. J. E. Nourse. That of Hall's first journey was published in 1864, the year in which he started on his second, with the title *Arctic Researches and Life among the Eskimaux*. He was the first, or one of the first, to note that the Eskimos knew the geography of their environment and could make maps of it. Some reproductions of such maps occur in Hall's volumes. E. V. Blake's *Arctic Experiences* (1874) contains an account of Captain George E. Tyson's drift on the ice-floe, a history of the *Polaris* expedition, and the rescue of the *Polaris* survivors.

The next American to push north with the great idea was Lieutenant De Long under the auspices of the New York Herald. A vessel named the *Jeanette*, supplied with provisions for three years, sailed in July, 1879, from San Francisco, entering the Polar Sea through Bering Strait. The *Jeanette* was sunk by ice in June, 1881. The crew got to Herald Island and thence

steered for the mouth of the Lena River in three boats, of which one was lost; and the crew of another, including De Long, starved and froze to death on land, while George W. Melville and nine more reached a small native village. After a fruitless search for the others he came home, to return again to the search. He wrote *In the Lena Delta, A Narrative of the Search for Lieutenant Commander De Long, and his Companions* (1885). Another volume is, *The Narrative of the Jeanette Arctic Expedition as Related by the Survivors, etc.* Revised by Raymond Lee Newcomb (1882). The naval officer in command of the search party (1882-84), Giles Bates Harber, found De Long's body and nine other remains, and brought them home for burial. He wrote a *Report of Lieut. G. B. Harber of his Search for Missing People of the Jeanette Expedition* (1884). William H. Gilder wrote *Ice Pack and Tundra* (1883) on the same subject.

A Polar expedition which accomplished its important work and yet met with disaster was that of Greely, which co-operated with eight other international stations meteorologically. His disaster was due to inefficiency in the efforts of those at home to get the annual supplies through. One of Greely's assistants, Lieutenant Lockwood, reached the highest latitude up to that time: $83^{\circ} 24'$. Lockwood's journal of his trip farthest north is given in vol. 1 of the Report mentioned below and also is described in *The White World* (1902) by David L. Brainard, now General Brainard, who accompanied Lockwood, under the title "Farthest North with Greely," an excellent account of this memorable effort. Charles Lanman in *Farthest North* (1885) tells the life story of Lieutenant Lockwood, who died later at winter quarters of starvation. This was the Lady Franklin Bay Expedition, but it is seldom referred to except as the Greely Expedition. A full account is given in *Report on the Proceedings of the United States Expedition to Lady Franklin Bay, Grinnell Land*, by A. W. Greely (1888); and Greely also wrote *Three Years of Arctic Service* (1886). Winfield S. Schley, afterwards Admiral Schley, commanded the second relief expedition, and it was his energy and determination which put his ships at Cape Sabine just in time to save the survivors, who had to be carried on board. Schley made a report published in *House Documents of the 49th Congress* and wrote, with J. R. Soley, *The Rescue of Greely* (1885).

Evelyn B. Baldwin led the first Ziegler expedition and tells the story in *The Search for the North Pole* (1896), and Anthony Fiala headed the second Ziegler expedition, recorded in his *Fighting the Polar Ice* (1906).

Not only was the outer approach towards the Pole hazardous and difficult, but the mathematical point lay in the midst of a wide frozen ocean with hundreds of miles of barrier ice constantly on the move and frequently splitting into broad "leads" of open water, interposing forbidding obstacles to progress or to return. One American had set his heart on reaching this "inaccessible spot," and after twenty-three years of amazing perseverance, Robert Edwin Peary succeeded, 6 April, 1909, in placing the flag of the United States at the point where all meridians meet under the North Star. Peary deserved every honour his countrymen could give him, but, alas, at the moment of triumph the voice of an impostor dimmed the glory.

The North Pole was won by the adoption of Eskimo clothing, snow houses, and a relay dog-sledge system. Peary's account of his long continued efforts to attain this object of centuries is found in numerous reports, lectures, and articles, but his chief literary production is the several volumes: *Northward over the Great Ice* (1898), *Snowland Folk* (1904), *Nearest the Pole* (1907), and *The North Pole* (1910), the last the story of the final success. Besides the conquest of the Pole, Peary determined the insularity of Greenland and added much other information to the Polar records. *My Arctic Journal* (1893) by Mrs. Josephine Debitsch Peary is interesting and valuable in North Pole literature.

In travel and exploration in the period which we have thus briefly reviewed, there are many notable and thrilling events, but there is nothing that exhibits the striving after an ideal regardless of pecuniary profit or physical comfort better than the determination of Peary to reach the frozen centre of the Northern Hemisphere. He has a competent successor in Vilhjálmur Stefánsson, another American whose whole heart is in Arctic exploration, and whose

bold and original method of relying on his rifle for food, even on the wide ice of the Polar ocean, has been rewarded by an astonishing success, a success which has revealed, or at least emphasized, the facts that everywhere in the farthest North there exists a large amount of game.

Stefansson and his literary output do not properly belong to this chapter, but in closing it may be permissible to refer to him and his volume, *My Life with the Eskimo* (1913), since he has accomplished much that must be considered in connection with all earlier Arctic exploration.